

INTIMATIONS
BROWN, JONES & CO.
DEALERS IN
AMERICAN AND ITALIAN MARBLE
AND HONGKONG GRANITE.
COMETRY MEMORIALS.
Designs and Prices on application.
Office, 47, QUEEN'S ROAD CENTRAL. [2794]

A. S. WATSON & CO.,
[LIMITED].
WINE AND SPIRIT MERCHANTS.
ESTABLISHED 1841.

SCOTCH WHISKY.
A—THORNE'S BLEND, White
Capsule \$10.80
B—WATSON'S GLENROCH
MELLOW BLEND, Blue
Capsule, with Name and
Trade Mark 10.80
C—WATSON'S ABERLOCH-GLEN-
LIVET, Red Capsule, with
Name and Trade Mark 12.00
D—WATSON'S H.K.D. BLEND
OF THE FINEST SCOTCH
MALT WHISKIES, Violet
Capsule 14.40
E—WATSON'S VERY OLD LI-
QUOR SCOTCH WHISKY,
Gold Capsule 15.00

ABERLOCH-GLENLIVET is a very old
Peat Whisky, (smoky) and could not
yet be replaced in stock at the price.
D is well known for its fine flavour.
E is of superb quality and pro-
nounced by leading local connoisseurs
to be the best brand in the Hongkong
market.

A. S. WATSON & CO. LIMITED.
WINE AND SPIRIT MERCHANTS.
ESTABLISHED 1841.
Hongkong, 14th June, 1895. [24]

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The Daily Press.
HONGKONG, August 2nd 1895.

We do not know how the House of Commons received the assurance of Mr. CURZON, Under Secretary for Foreign Affairs, with regard to the undertaking given by the Chinese Government not to cede or otherwise alienate any of the provinces forming the Yangtze Valley. Mr. CURZON says that the British Government regard this as a definite and binding undertaking. He also informed the House that though the concession to construct the Peking-Hankow Railway had been granted to a Chinese Syndicate, China had assured Sir CAULFIELD MACDONALD that Russia and no interest in the line. Whether or not the House were contented with this assurance we have yet to learn. So far as the integrity of Central China is concerned, we may be perfectly sure that the Chinese Government will not willingly cede an inch of territory in that portion of its dominions. To do so would be absolutely fatal to its continuance in power. It is one thing to part with provinces of Manchuria—that is outside territory belonging to the Tartar dynasty, and if they choose to sacrifice a portion of their inheritance China Proper cares comparatively little—but if a demand were made for territory in Central China there would be a clamour raised. Even the apathetic Celestial would be roused at last. Chinamen as a body attach more value to Nanking, Soochow, and other cities of the Yangtze Valley than they do to Peking, and any attempt by a foreign Power to effect a permanent footing on the great river would be strenuously resisted. How far that resistance could be carried, however, is quite another matter. Under present conditions it could not without assistance be made effective against any one of the Great Powers, and if Great Britain wished to see the undertaking maintained in the face of hostile attack she would be compelled to assist to make it so. The value of the undertaking therefore is reduced very considerably by the relative impotence of China and the implied necessity, under certain eventualities, for England to bolster up this sick man of the Far East.

The assurance given to the British Minister by the T'ungli Yamen in reference to the Peking-Hankow Railway is likewise of a conditional character. The statement was definite enough, but the T'ungli Yamen are more notorious for concealing than for divulging the truth and it is perfectly conceivable that the statement was made on authority and yet not actually true in fact. Russians are not troubled with scruples; they have told us things before which were untrue in actual fact. It is to be hoped, however, that now this line, which should by good rights have been made by British money, has been entrusted to a Belgian

Syndicate, the question to make one from Kowloon to Wanchow, will be promptly secured by British capitalists. In this way only can we obtain equal privileges with the Continental Powers, and maintain our prestige in the East. All the assurances in the world are worth nothing compared with having a decided policy, knowing just what we want, and having a good idea of how we intend to secure it.

LATEST TELEGRAMS.
[FROM TOKYO PAPERS.]
ZOLA has left for abroad. He returns in October.
General Miles is strongly urging upon Mr. McKinley the dispatch of American troops to Spain.

POLICE COURT ITEMS.
1st August.
BEFORE COMMISSIONER W. C. H. HASTINGS.
One of Major Duffin's servants, for refusing to obey a just and reasonable order of his master, to wit, to call two chairs, was fined 10s. and costs 2s. 6d.

Chun Tsun, for the theft of five baskets and several covers, valued at \$1.60, was sentenced to 14 days' hard labour.
Liu Tsun, for the theft of a leather pocket watch, value \$3. His worthiness defendant was sentenced to 42 days' hard labour.

Loung Fung, charged with feloniously stealing a coat and two iron trunks, valued at \$2, the property of one Chu Tsu, carpenter, admitted his guilt, and was sentenced to 28 days' hard labour.

Chun Tsun was charged with being in unlawful possession of a cotton jacket, valued at 50 cents, supposedly to have been stolen. He pleaded guilty, and was sentenced to 14 days' hard labour.

Edouard, alias a brass skylight, convicted, value \$8, from the steamer *Blanc*, cost a Chinese 42 days' hard labour.

Chun Tsun was charged by one Chu Tsu, a boat builder, with stealing a coat and two iron trunks, valued at \$2, from his boat. He was sentenced to 21 days' hard labour.

One Pang Chin, carpenter, charged Pang Ah, assistant master of the steamer *Blanc*, with stealing a coat and two iron trunks, valued at \$2, from his boat. He was sentenced to 21 days' hard labour.

On the 19th inst. the police arrested a man, who was charged with the theft of a coat and two iron trunks, valued at \$2, from his boat. He was sentenced to 21 days' hard labour.

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SPANISH-AMERICAN WAR.
NO CHANGE AT MANILA.
AFFAIRS AT CEBU.
The *Zafra* arrived from Manila yesterday morning, but the dispatch she brought report no change in the situation at Manila. The remainder of the third expedition, had not yet in appearance when she left on Friday afternoon, though it was expected on the evening of that day, and it was understood that the final move on Manila would be made until these reinforcements landed. In the meantime General Moritt, who has made the *Negros* his headquarters, had ordered a map of the country surrounding Manila to be prepared, and he and General Gove, have made several reconnaissances, visiting the rebel trenches in the course of their excursions. The rebels have not done much fighting lately.

With regard to the state of affairs at Cebu, the *Panama*, which left there on July 25th and Takologan on July 28th, reports that the rebels make periodical raids on the town and in consequence the Spaniards were planting bamboo defences and making other preparations for maintaining their position. There is a small Spanish garrison at Cebu which at once makes for the river immediately a vessel comes in sight. A German warship is cruising about the neighbourhood. It is also reported that there is a small Chinese steamer cruising about and that it is supplying the rebels with arms. All is quiet at Takologan.

THE THIRD EXPEDITION TO THE PHILIPPINES.
The *San Francisco Chronicle* gives the following particulars as to the assignment of troops to the third expedition to the Philippines. The third expedition in addition to the *Negros*—
The *Morgan City* can accommodate a total of 725 officers and men. The First Idaho Battalion, which was sent to the Philippines, is a command, and the prospects are that every officer and man of them will be well and able to start. This leaves room for forty-one others. There are perhaps twenty-five of the command sent to this ship and awaiting transportation.

The *City of Rome* accommodates 980 all told, but as General Roca of the Philippine Expedition, in question, were his own property. They obtained a receipt signed by him for the purchase money paid. The so-called *Bo* is not being sent, his worth being estimated at \$50. The *Bo* is a small boat, and the second one of \$50. Seven Chinamen found guilty of being in unlawful possession of opium were fined—five of them \$5 each, the sixth \$3, and the seventh \$2. The *Bo* is a small boat, and the second one of \$50.

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MACAO AND THE WEST RIVER TRADE.
We translate the following from the *Solo* *Messenger*.
We hear that the Chinese merchants have obtained from the Department of Reorganisation at Canton permission for steam-launches to ply between Macao and the West River ports, as has already been permitted in the case of the Sooki junk, but the launches must not carry cargo and consequently will not be subject to the same regulations as to steam navigation. It is, nevertheless, an important concession, because junkmen will be able to make their voyages with greater regularity and rapidly.

In the meantime we hear the H.E. Government of Macao has obtained from the Inspector-General of the Imperial Chinese Customs, Sir Robert Hart, a promise that steam-launches may be carried direct from Macao to any port on the West River without the payment of the usual duties of cargo at the Custom-house at a treaty port, as now required. There can be no reason for refusing this concession when once the duties on the cargo are paid. The duties on the cargo are now \$2.50 per ton, and the duties on the passengers are \$1.00 per person.

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HONGKONG AND SHANGHAI BANK DIVIDENDS.
The following statement shows the dividends paid by the Hongkong and Shanghai Bank during the past twenty years:
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